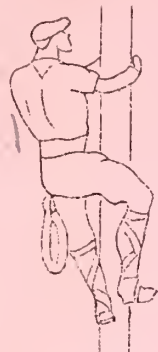


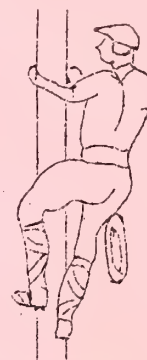
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# THE R<sup>EA</sup> LINEMAN



Rural Electrification Administration

U. S. Department of Agriculture

Vol. **II** No. **101**

January 1942

Washington, D. C.

## TEXAS CO-OP HAS NO LOSS TIME ACCIDENT IN TWO YEARS -- PERFECT RECORD EXCEPT FOR CARNIVOROUS SPIDER

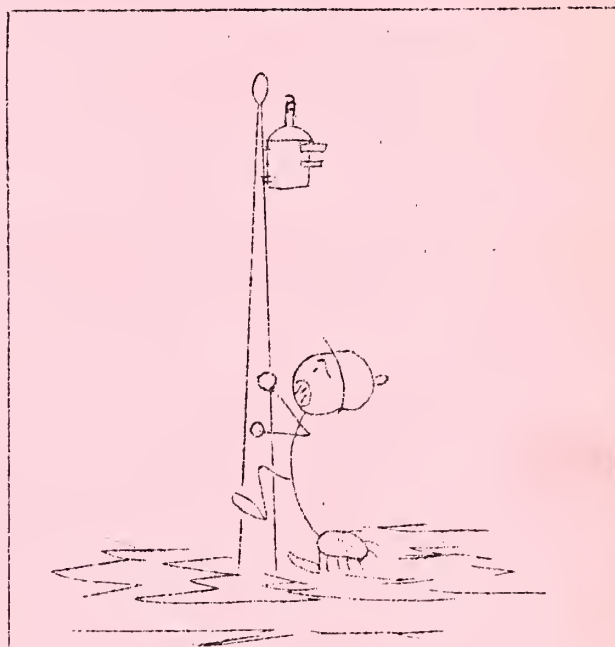
Two years of operations without a loss-time accident is the admirable record of the DeWitt County Electric Cooperative, Inc., with headquarters in Cuero, Texas.

According to a communication from C. W. Beck, Manager of the Co-op, the two-year record includes 43,752 man-hours of labor: 17,752 in 1940 and 26,000 in 1941.

There were, however, two doctor cases, Mr. Beck confides: one lineman was bitten by a spider as he climbed a pole to replace a transformer, and a second sustained a minor rope burn. "I should like to mention," Mr. Beck concludes, "that we are members of the National Safety Council, and I have ordered our 1941 No Accident Safety Buttons for the employees."

## ELEVEN MORE REA CO-OPS BECOME MEMBERS OF NATIONAL SAFETY COUNCIL--TOTAL 380

Latest report from the National Safety Council indicates that thirteen new members (11 of them REA Co-ops) have joined the Public Utilities Section of the National Safety Council since Lineman editor, David Fleming, became Chairman of the Membership Committee. Total number of REA Co-ops now members of the Council was 380 in December, is probably considerably higher at present.



## ELEVEN RED CROSS FIRST-AID CERTIFICATES GO TO TOP O'MICHIGAN EMPLOYEES

Congratulations are in order to Top O'Michigan Rural Electric Company, Boyne City, Michigan, where 11 members of the staff (all the linemen and some of the office force) have passed successfully examinations for Red Cross First Aid Certificates.

According to George R. Hemingway, Chairman of the First Aid Red Cross Course in Charlevoix County, Mich., all of the Top O'Michigan men are outstanding candidates for the Certificates. "Their examination marks are quite above average."

## OF SAFETY AND PATRIOTISM

By D. A. Fleming  
Editor, REA LINEMAN

It's patriotic to be careful. On the line, in the shop, on the farm, in the home--safety is the watchword. According to the National Safety Council, 20 battleships, 200 destroyers, and 1,000 heavy bombers could be built with the production time lost through accidents to American workers in the first nine months of 1941. The Council said 340,000,000 man-days of production time were lost in the period through accidents to workers on and off the job, 55,000,000 of them from temporary disabilities alone.

Add to the losses by accidents which adequate safety measures might have prevented, the transfers from the ranks of



Yes, we're late; but we've had troubles. We were knocked off our pole by the decentralization announcement. Rumors aggravated the wound; Christmas complicated the fracture; and now we're on crutches. But we are here.

THE LINEMAN

vital war materials must be doubled and tripled.

It's patriotic to be careful. It's definitely unpatriotic to be careless. Don't let accidents rob America of her vital supply of labor in these trying times. Be Careful! Be Safe! Be Patriotic!

BAD JUDGMENT AND DISRESPECT for property were rewarded by sudden death recently when a 25-year-old man tried out his rifle by shooting at an insulator on a power pole. The bullet missed the insulator and cut the power cable which fell on the man, electrocuting him instantly.



labor to the Army, the Navy, and the Marines, and the absolute necessity for the observance of every safety rule becomes dramatically apparent. The House and Senate Military Affairs Committee indicates that the country will have a potential army of 7,500,000 men (including the Air Corps). The Navy will probably be increased to 500,000, and the Marines to well over 100,000 men. At the same time, production of food and other


# ILLINOIS SAFETY, JOB TRAINING COMMITTEE ADOPTS SAFETY DEVICE

The Illinois Safety and Job Training Committee has adopted a hold-off device and card. The device is so designed that it may be hung with a hot stick on a fuse, the operating mechanism of a switch, or a hot-line clamp. The immediate advantage of the device is that it may be attached from a safe position, and that it must be removed before the line can be energized.

Before the device is installed, a card (see figure opposite) is attached to it which warns its readers not to operate the equipment. The card bears the name of the person who installed the hold-off device, the date of installation, and line, switch or pole number. When the card is removed, the remover signs his name, records the date, and sends it to the system superintendent. On the back of the card is printed SAFETY FIRST.

Mr. A. E. Becker, Secretary-Treasurer of the Committee, writes: "In checking into the matter of prices (for hold cards), I found that an order for five thousand would cost approximately one cent per card. However, if we could obtain orders for a larger quantity we could secure them at the following prices: 10,000 - \$54.25; 15,000 - \$77.10; 20,000 - \$99.70.

The card, of course, may be used without the hold-off device and if any system or group of systems desires to use such a card, they should communicate with Mr. A. E. Becker, Sec.-Treas., Ill. Safety and Job Training Committee, Menard Electric Cooperative, Petersburg, Illinois.



SAFETY FIRST

# HOLD

DO NOT OPERATE  
THIS EQUIPMENT

CARD PLACED BY \_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_

LINE NO. \_\_\_\_\_

SWITCH NO. \_\_\_\_\_

POLE NO. \_\_\_\_\_

WHEN REMOVED

SEND CARD TO SUPERINTENDENT

CARD REMOVED BY \_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_

THE PLATTE-CLAY ELECTRIC COOPERATIVE of Platte City, Mo., has issued a timely warning to its members:

"Members Beware: Watch your step when you are repairing pumps along your cooperative lines. Recently a workman on the Neat Brawner farm of Converse, was installing a pump and in placing the pipe in the well, brought it in contact with the secondary wires, burning the wires down and shocking the workman. He was quite fortunate not to have been killed!"



"DEAD LINE," SAYS LINEMAN;  
"LINEMAN DEAD," SAYS REPORT

(Case History No. 2)

The following is the second of a series of descriptions of accidents and how to prevent them. It is suggested that these accidents be discussed at your safety meetings and that you forward any comments or criticisms which you may have to the Editor. Although this accident may have happened on your system, the reproduction of it in this column should not be considered as a criticism of any particular individual or group of individuals. For this reason all names have been omitted. The purpose of describing this particular accident is solely to help prevent a recurrence of similar types of accidents through education.

A line crew was on trouble work repairing damage caused by a storm. The crew came to a junction pole, and seeing a single-shot fuse which was used to fuse a tap line with the barrel hanging down, proceeded to the break in the tap line. Upon reaching the break, a lineman climbed the pole and, while getting into position, contacted the primary conductor which arced to his body causing him to fall to the ground.

Upon inquiring why the supposedly dead line was energized, it was found that the fuse had been jumpered and the barrel left open by a former lineman.

In UNUSUALLY RARE cases jumpering a fuse may be advisable. The jumper, however, should not be placed so as to be misleading for anyone who may have occasion to work on the line. In such cases, one of the following procedures will eliminate this type of accident. Fuse the cartridge with a solid wire and CLOSE THE CUTOUT. If the cartridge or barrel cannot be fused or closed, the cutout may be jumpered; BUT THE JUMPER

SHOULD BE SO ARRANGED THAT IT IS VERY OBVIOUS to anyone who may look up at the cutout to see if the circuit is de-energized. It is emphasized that this is only a temporary measure under unusual emergency conditions and that a regulation fuse should be installed at the first opportunity.

In addition, the National Electrical Safety Code states, "Electric equipment and lines should always be considered as alive unless they are positively known to be dead." When a line is disconnected from its source of power, the Code also states, "The workman in charge should immediately proceed to make his own protective grounds on the disconnected lines ..." Proper grounding will "positively" prove a line is de-energized.

#### QUESTIONS:

1. When about to work on de-energized lines, DO YOU KNOW THEY ARE DE-ENERGIZED?
2. Are you POSITIVE?
3. Do you install "protective grounds?"
4. EVERY TIME?
5. Do you wear RUBBER GLOVES while installing "protective grounds?"
6. If you have ever jumpered a cutout DID YOU MAKE THE JUMPER OBVIOUS?

THE ANSWER SHOULD ALWAYS BE "YES."

#### SHALL WE HAVE A QUESTIONS AND ANSWERS COLUMN?

Since many questions regarding safety might be of general interest to all readers of the REA LINEMAN, the idea of a Questions and Answers Column has been suggested. If you approve of this idea, send in your questions, and we shall do our best to supply the answers. Your comments, pro or con, also would be appreciated.

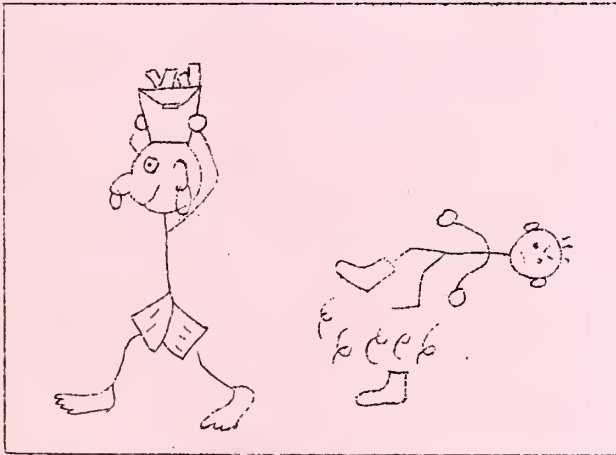
Names of persons may or may not be printed; your wish in this matter will be considered, and individual

## CARIBBEAN NATIVE USES HIS HEAD-- VERY BAD PRACTICE FOR SAFETY

The natives in the Caribbean carry everything on their heads, says a story in the December issue of THE CARIBBEAN CORSAIR, official organ of the U. S. Engineer Office, Caribbean Division. "It is a common sight to see a carpenter riding a bicycle, his hammer and saw neatly balanced on his head.

"The practice nearly caused the demise of one of our safety engineers through heart failure.

"He noticed a native going towards a quarry with a bucket balanced on his head. The native was coming from the dynamite storage, and the safety man suddenly had a sinking feeling in the pit of his stomach.



"'What have you got there?' he asked.

"'Dynamite, Chief,' the native replied. And he nonchalantly reached up and set the bucket on the ground.

"Fascinated but horrified, the engineer looked into the bucket.

"There, neatly bedded in dynamite caps, lay a dozen or more sticks of high powered explosive.

"There are two versions of what happened next. The safety engineer says

he carefully separated the dynamite and the caps and explained to the native that such procedure was not in accordance with standard safety practices.

"The second version is that the safety man started running until he hit the ocean and then started swimming. He only turned back when he realized that he was in the water without a kapok vest, thus violating his own safety rules."

### QUESTIONS AND ANSWERS (Continued From Page 4)

wishes will be respected as much as possible.

For example, from time to time we have had requests regarding accident reports.

Complete records of accidents are so important in guiding an effective accident-prevention program that any accident involving either your employees or property should be reported to REA. The experience of a few can be used for the benefit of all.

Your insurance carrier or your State Compensation Board or Commission can furnish you with report forms and instructions for reporting accidents to them. To conserve your time and energy in reporting to REA, merely make an extra copy and submit it to your Regional Operations Engineer.

In brief, when any accident involving your employees or your property occurs, the recommended practice is:

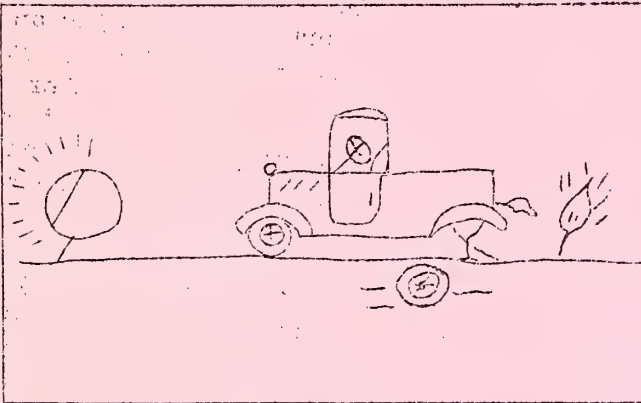
1. Immediately take care of the injured.
2. Promptly record and report the facts to your insurance carrier, State Compensation Board or Commission and to REA (your Regional Operations Engineer).



## CO-OP MANAGER URGES FLOODLIGHTS AS SAFETY DEVICES FOR PARKED TRUCKS

Floodlighting of road-side trucks and trailers is advocated by S. N. Jordan, Manager of the Eastern Iowa Light & Power Cooperative. Writing from Davenport, Iowa, Co-op headquarters, Mr. Jordan emphasizes the danger of vehicles parked along the highways both to passing traffic and to the vehicles themselves.

Flares are good, but floodlights and flares are better, Mr. Jordan says. In heavy fog or rain the flare is not adequate. Large floodlights equipped with six dry cells each already are used by his linemen, Mr. Jordan states,

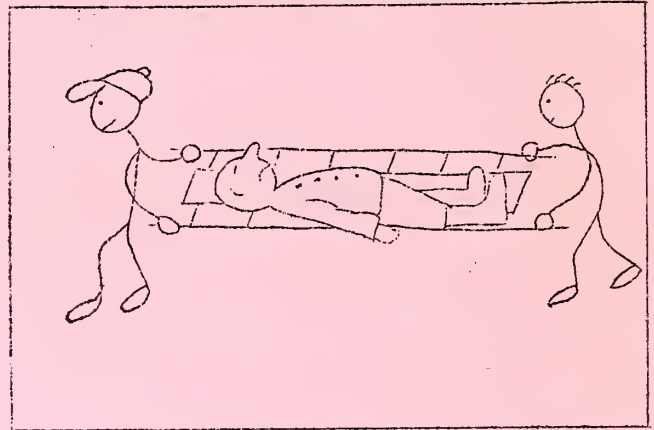


in patrolling lines across private right-of-ways and through heavily wooded sections. The lights throw a heavy beam for about 2,500 feet. One floodlight placed approximately 1,500 feet from the parked truck or trailer, Mr. Jordan says, would warn even the most careless driver in time to avoid a collision, and materially aid linemen working on nearby poles.

The floodlight can be placed at an angle, Mr. Jordan says, so as to avoid throwing a glare in the eyes of approaching drivers.

## MODERN SAMARITANS OWE EFFECTIVENESS TO PRINCIPLES LEARNED IN FIRST AID

First-aid training is the least expensive and most effective life insurance available. Emerson Roland and Sidney Joiner, maintenance men for the Gate City Electric Cooperative of Childress, Texas, recently applied the principles learned in the standard Red Cross Safety Course



given by the State Highway Department to save the life of a stranger whom they found injured on the highway.

The men were responding to a service call. They came to a corner where a car had left the road, seriously injuring its driver who lay crushed and bleeding beside the wreck of his automobile. Quickly improvising a stretcher from their safety ladder and a board, they cautiously moved the injured man, administered first aid, made him as comfortable as possible, and rushed him 20 miles to the hospital. The examining physician found that both of the victim's legs were broken above the knees, and that he had sustained back and head injuries. Thanks, however, to the timely and intelligent assistance of Roland and Joiner, the man's life was saved and he is expected to regain his normal state of health.



## MAN-POWER LOSS

### (Short Stories with Morals)

1. Five men were injured while clearing right-of-way. One injury was the result of infection; another was caused by a thorn in the leg; the remaining three were cuts on or below the ankle. Use your head and save your feet.

2. A drop of molten metal, produced by an arc while connecting a hot-line clamp, fell in lineman's eye. Choose a suitable working position and guard eyes well.

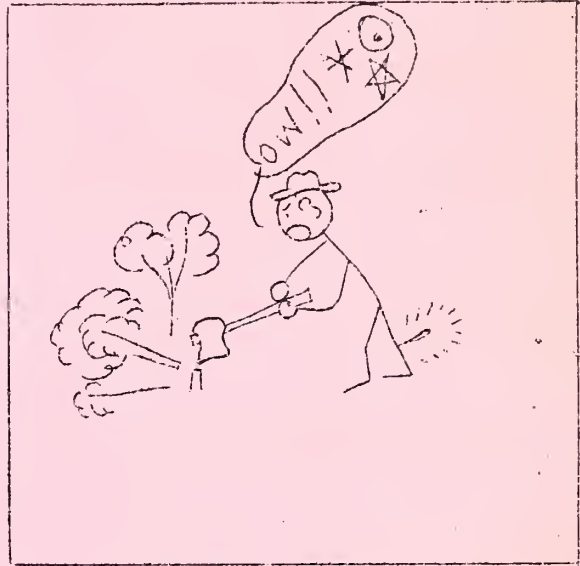
3. An REA system lineman was being paid by the contractor for small work. He was instructed to de-energize a line and install lock-nuts on hardware. He attempted to do the job while the line was hot. He lost an arm. Know the hazards involved or heed warnings of those who do know.

4. Lineman removed wire from pole-top. Due to road-widening, pole was only 3' deep; ground was soft from rain; overhead guy attached to stub across road. Pole fell toward stub when lineman began descent; he fractured both legs, foot, and bone in face. Mistaken judgment was reported as the cause. Mistaken judgments are luxuries no lineman can afford.

5. A lineman lost 2 days from blurred vision when a flash occurred while refusing a heavily loaded line. Guard your eyes. Unlike your first teeth, they won't be replaced.

6. Man hit ankle with hammer while driving ground rod. Inflammation of artery and blood clot developed. Learn to use your tools safely; report accidents and treat injuries promptly.

7. A groundman's back was strained when all weight of pole was thrust on him as pole turned in setting. Make use of mechanical advantages when possible.



8. A pole derrick, used in unloading substation transformers from truck, fell and crushed supervisor's foot. Inspect your equipment frequently and thoroughly.

9. A mobile generator-plant operator was opening a side door with one hand on the chain and stanchion. His gloves were greasy and perhaps the door slipped. The chain cut off a joint of his middle finger. In handling objects get a firm stance and a firm grip, then let your legs carry the heavy loads.

### DISABLED REA SYSTEM EMPLOYEES

These Accidents Were Reported to  
REA During November

N.C. 43 Jones - A.K. Lassiter, lost joint of middle finger.

Vt. 7 Orleans - W. Franham, axe cut above foot; G. Franham, cut foot;

K. Goodrich, cut foot.  
Miss. 39 Jackson - See Stuart C. Irby  
Company  
Ind. 33 Hendricks - C. E. Gray,  
Fractured both legs, foot, bone  
in face.  
Mich. 37 Huron - F. Hund, skull frac-  
ture.  
Ind. 55 Tippecanoe - J. Wright,  
blurred vision (temporary).  
Nebr. 56 Cedar - F. Spangenberg,  
inflammation of artery and blood  
clot.  
Ark. 18 Carroll - T. M. Summers,  
sprained back.  
Mo. 31 Mississippi - H. M. Zaricor,  
crushed foot.

DEAD  
NON-REA SYSTEM EMPLOYEES

Roose Morris, Contractor's employee -  
Miss. 39 Jackson  
Leander Trott, member of public -  
N. H. 4 Merrimack  
Francis and Ruth Edwards, sisters -  
S.C. 13 Greenwood

DISABLED  
CONTRACTOR (NOT REA) EMPLOYEES

Day and Zimmermann, Inc., Md. -  
A. G. Winkler, puncture wound in  
foot.  
Honold & LePage, Inc., Mich. - J. Craw-  
ford, possible skull fracture.  
Ivy H. Smith Co., Fla. - S. Howard,  
bruised foot.  
Stuart C. Irby Co., Miss. - J. B.  
Anderson, lost arm

RUBBER IS PRECIOUS; GO EASY ON TIRES

The Traffic Safety News Letter,  
Department of Vehicles and Traffic,  
Washington, D. C., January 15, 1942,  
passes on the following information on  
reduction of tire wear:

"War demands that we all conserve  
tires and cars by every means avail-  
able. Every driver can help himself

and the nation at the same time by  
following a few simple rules of  
good practice in driving.

(1) Keep the tires properly in-  
flated by checking the pressures  
every week. Tire wear is excessive  
when tire pressures are too low.  
Recommended pressures are a compro-  
mise between smooth riding and tire  
wear. Pressures two or three pounds  
higher promote long life of the tires.

(2) Avoid fast driving particularly  
on gravel or rough roads. Remember  
that both tire wear and car wear in-  
crease rapidly with increased speed.

(3) Avoid quick starts and stops.  
A very large amount of rubber is  
wasted when tires slide either from  
fast starting in low gear or severe  
braking in sudden stops.

(4) Do not let the tires squeak on  
turns. Every squeak means lost rubber.

(5) Remember that tires slide  
readily on wet or dirty road sur-  
faces. Much tire wear can be avoid-  
ed if the driver on wet roads pays  
particular attention to the above  
rules.

(6) Do not hit the curb or any  
like obstruction if it can be  
avoided. Many tires are ruined and  
thrown away, or require costly re-  
pairs, because the car has hit the  
curb too hard.

(7) Use chains only when, and as  
long as, conditions require them  
for safety. Chains account for rap-  
id wear of tires when they are used  
on roads bare of ice and snow. Al-  
though chains are needed for safety  
they often are used to cover up  
bad driving habits. A skillful drive-  
er without chains may be safer and  
in less trouble on snowy roads than  
a poor driver who uses them.